Groceries, Provisions, &c.

JOHN DWIGHT & Co., Manufacturers of DOUBLE REFINED AND FAMILY SALERATUS; ALSO, SUPER-CARBONATE OF SODA, SAL SODA, ETC., No. 11 Old-slip, Hanover-square, New-York. PURE CREAM OF TARTAR ALWAYS ON HAND.

NEW LEAF LARD.—Seven hundred Packages, EXTRA FINE, our own rendering, in TIERCES, BARRELS and TUBS, for sale by VAN BRUNT & WATROUS, PORK PACKERS AND SMOKERS, No. 200 Chambers-st.

NEW DUTCHESS COUNTY MESS PORK, superior in quality, for sale by VAN BRUNT & WATROUS, PORK PACKERS AND SMOKERS, No. 200 Chambers-st.

SMOKED MEATS.—SUGAR-CURED HAMS, SHOULDERS and BACON, and NEW SMOKED BEEF, for sale by VAN BRUNT & WATROUS, PORK PACKERS AND SMOKERS, No. 200 Chambers-st.

Building Materials.

PATENT ROLLING IRON SHUTTERS.—The ARCHITECTURAL IRON WORKS, for the purpose of bringing the JOHNSON PATENT ROLLING IRON SHUTTER into more general use, have conduced to reduce the price to the following rates: For First Story Store Fronts, 50 cents per square foot; for all other places, 40 cents per square foot. The superiority of this Shutter, which we have so generally introduced into buildings in New-York and many other places, is not questioned.

The ARCHITECTURAL IRON WORKS are also prepared, as usual, to contract for IRON FIRE-PROOF BUILDINGS, IRON STORE FRONTS, and all kinds of Cast and Wrought Iron Work required for building purposes.

D. D. BADGER, Superintendent, *Office No. 42 Duane-st. Works: 13th and 14th-sts., near Avenue C, New-York.

ROOFING SLATES.—R. PRINCE, Agent for the celebrated "EVERETT QUARRY," Pa., For "FLAT" and "PITCH" ROOFS. For samples, address No. 39 Beekman-st., New-York.

Furnaces, Ranges, &c.

THE ETNA HEATER AND VESUVIUS RANGE, having become the great attraction of the times, in the way of cooking and warming houses, the Etna for heating alone, and the Vesuvius for cooking and heating, the proprietors are prepared to respond to any calls from city or country. For particulars, see our Circular, which will be sent, on application, to any address in the United States. Experienced workmen sent to put them up. Warranted to do as represented. Terms moderate. Apply to or address TOMPKINS & STRATTON, Sole Proprietors and Manufacturers, No. 7 Front-st., Brooklyn, N. Y.

A liberal discount to the Trade.

Machinery.

BEAUMONT STEAM GAUGES. Perfectly reliable, handsomely made, and WARRANTED, at very low prices. C. W. COPELAND, No. 66 Broadway.

WOODWORTH'S PLANERS, of the best construction, Steam Engines, Machinists' Tools, Cotton Machinery, Sash and Blind Machinery, and Leather Belting. SAM. B. SCHENCK, No. 62 Courtlandt-st.

Ocean Steamers, &c.

ROYAL MAIL STEAMSHIP ASIA, for LIVERPOOL.—The Asia, E. G. Lott, Commander, will sail from the Company's Dock, at Jersey City, with the mails and passengers for Europe, on WEDNESDAY, the 24th inst. Passengers are requested to be on board by 10 o'clock a. m. The Asia will sail on the 8th December.

E. CUNARD, No. 4 Bowling-green.

ROSS, FALCONER & Co.'s LINE for SAN FRANCISCO.—R. F. & Co.'s extreme clipper-ship STAR LIGHT, Capt. Levi Howes. This well-known clipper is now taking balance of her cargo at Pier No. 21 East River (Fulton Ferry), and will have prompt dispatch. She has made three successful passages to San Francisco, and accomplished the run in 111 days. She is thoroughly ventilated and insures at the lowest rates. Shippers are invited to examine this beautiful ship. Engagements at favorable rates may be made, on application to ROSS, FALCONER & Co., No. 46 Pine-st., corner of William.

Agents at San Francisco, Messrs. D. L. ROSS & Co. Sight Exchange on San Francisco for sale. Collections made in California and Oregon.

THE BRITISH and NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

From New-York to Liverpool:
Chief Cabin Passage $130
Second Cabin Passage 75

From Boston to Liverpool:
Chief Cabin Passage $110
Second Cabin Passage 60

The ships from Boston call at Halifax.

PERSIA, Capt. Judkins, CANADA, Capt. Lang,
ARABIA, Capt. J. Stone, AMERICA, Capt. Wickman,
ASIA, Capt. E. G. Lott, NIAGARA, Capt. Ryrie,
AFRICA, Capt. Shannon, EUROPA, Capt. J. Leitch.

These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.

EUROPA, Leitch ..... Leaves Boston .. Wednesday, Nov. 3
PERSIA, Judkins ..... Leaves N. York .. Wednesday, Nov. 10
AMERICA, Wickman ..... Leaves Boston .. Wednesday, Nov. 17
ASIA, Lott ..... Leaves N. York .. Wednesday, Nov. 24
NIAGARA, Miller ..... Leaves Boston .. Wednesday, Dec. 1
AFRICA, Shannon ..... Leaves N. York .. Wednesday, Dec. 8
EUROPA, Leitch ..... Leaves Boston .. Wednesday, Dec. 15
PERSIA, Judkins ..... Leaves N. York .. Wednesday, Dec. 22
ARABIA, Stone ..... Leaves Boston .. Wednesday, Dec. 29

Berths not secured until paid for.
An experienced Surgeon on board.

The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones or Metals, unless bills of lading are signed therefor and the value thereof therein expressed. For freight or passage, apply to E. CUNARD, No. 4 Bowling Green.

STEAM to LIVERPOOL, LONDON, GLASGOW, DUBLIN, BELFAST and LONDONDERRY, and all the principal Towns of ENGLAND and IRELAND, carrying the United States mail, via LIVERPOOL, without delay, at greatly reduced rates.—The LIVERPOOL, NEW-YORK and PHILADELPHIA STEAMSHIP COMPANY'S splendid Clyde-built iron screw steamships are intended to sail as follows:

FROM NEW-YORK.
CITY OF BALTIMORE ..... SATURDAY, Dec 4
CITY OF WASHINGTON ..... THURSDAY, Dec. 16

And each alternate Thursday, at 12 o'clock m., from Pier No. 44 North River.

Passengers will find this the most speedy and safe route to the Continent.

RATES OF PASSAGE.
Cabin from New-York and Philadelphia $75
Third-class from New-York to any of the above-named places. 30
Return tickets, available for six months 60
Passengers forwarded to Havre, Paris, Hamburg, Bremen, Antwerp and all parts of the Continent without delay.

NOTICE.—These Steamers are provided with every requisite to insure the immediate extinction of fire, and the strictest discipline is enforced with regard to the use of lights.

For freight or passage, apply at the office of the Company, JOHN G. DALE, No. 15 Broadway, New-York, Agent. In Liverpool, to WM. INMAN, Tower Buildings.

ATLANTIC ROYAL MAIL STEAM NAVIGATION COMPANY'S NEW-YORK AND GALWAY LINE.—The next departure from New-York will be the steamship PRINCE ALBERT, Capt. T. J. Waters, on THURSDAY, Dec. 2, touching at St. John's, N. F., to receive the Royal Mails. Prices of passage: First class, $90; Second, $50; Third, $30, including free tickets to all the principal cities on railway routes in Great Britain. Third class must provide plate, knife, fork &c., and bedding. Passage to St. John's: First class, $35; Second, $25. For freight or passage inquire of the American Express Company, No. 61 Hudson street, No. 64 Broadway, and at their other advertised offices in the interior. Passage in the third class can be secured at any of the above offices to bring persons out from any of the principal cities on the lines of railway in Great Britain for $35, or from Galway for $30.

AMERICAN EXPRESS COMPANY, ALEX. HOLLAND, Manager.

FOR SAVANNAH.—The American Atlantic Screw Steamship Company's new and first-class Steamship HUNTSVILLE, John A. Post, Commander, will leave Pier No. 12, N. R., on SATURDAY, Nov. 27, at 3 o'clock, p. m., precisely. Cabin passage, with unsurpassed accommodations, $16. Through tickets to New-Orleans, $39 50; Mobile, $35; Montgomery, $26; Albany, Ga., $24; Atlanta and Columbia, $23; Macon 21. Freight 10 cents per foot, and proportionate rates. Insurance one-half per cent. Apply to H. B. CROMWELL & Co., No. 85 Wall-st.

FOR SAVANNAH AND FLORIDA.—U. S. MAIL LINE.—The favorite steamship STAR OF THE SOUTH, Capt Thos. Lyon, will leave on WEDNESDAY, Nov. 24, at 3 p. m., from Pier No. 4 North River. Cabin passage to Savannah, $15. Through tickets given to Montgomery, Columbus, Atlanta, Albany and Macon. Bills of lading signed only on board. For freight or passage, apply to SAM'L L. MITCHILL & SON, No. 13 Broadway.

Steamboats and Railroads.

TO BOSTON TRAVELERS—COMFORT and SAFETY.—The public are informed that the Old Colony and Fall River Railroad Company have attached to the passenger-cars of their road CREAMER'S PATENT BRAKE OPERATOR. This invention (already in use on many of the best managed roads of this country) promotes a degree of security to life and property impossible without it. Railroad Managers who desire to avail themselves of every improvement for the safety of life, are requested to examine this. Every day's observation proves most conclusively that the application of the brakes by hand, while it is as good as can be for ordinary purposes, is of no value in the presence of danger. This Company will furnish these Machines for all the cars of any road, and warrant them to answer the purpose, or no sale.

U. S. R. R. CAR BRAKE CO. W. C. CREAMER, Secretary, No. 51 Pine-st., N. Y.

NEW-YORK and NEW-HAVEN RAILROAD. 1858. WINTER ARRANGEMENT. 1858. Commencing November 1, 1858.

Passenger Station in New-York, corner 27th-st. and 4th-av., entrance on 27th-st.

TRAINS LEAVE NEW-YORK.

For New-Haven, 7, 8 a. m. (ex.); 12:45, 2:45, (ex.) 3:45 and 4:30 p. m. For Bridgeport, 7, 8 a. m. (ex.); 12:45, 2:45, (ex.) 3:45 and 4:30 p. m. For Milford, Stratford, Fairfield, Southport and Westport, 7 a. m.; 12:45, 3:45 and 4:30 p. m. For Norwalk, 7 a. m.; 12:45, 2:45, (ex.) 3:45, 4:30, 5:30 p. m. For Darien and Greenwich, 7 a. m.; 12:45, 3:45, 4:30, 5:30 p. m. For Stamford, 7, 8 a. m. (ex.); 12:45, 2:45, (ex.), 3:45, 4:30, 5:30 p. m. For Port Chester and intermediate stations, 7 a. m.; 12:45, 3:45, 4:30, 5:30, 6:30 p. m.

CONNECTING TRAINS.

For Boston, 8 a. m. (ex.); 2:45 p. m. (ex.). For Hartford and Springfield, 8 a. m. (ex.), 2:45 p. m. (ex.). For Connecticut River Railroad to Montreal, 8 a. m. (ex.). For Canal Railroad to Northampton, 8 a. m. (ex.) and 12:45 p. m. For New-Haven and New-London Railroad, 8 a. m. and 2:45 p. m. For Housatonic Railroad, 8 a. m. For Naugatuck Railroad, 8 a. m.; 7:45, p. m. For Danbury and Norwalk Railroad, 7 a. m.; 3:45 p. m.

JAMES H. HOYT, Superintendent.

CENTRAL RAILROAD of NEW-JERSEY—Connecting at New-Hampton with the Delaware, Lackawanna and Western Railroad, and at Easton with the Lehigh Valley Railroad.

FALL ARRANGEMENT, commencing October 1, 1858.—Leave New-York for Easton and intermediate places from Pier No. 2 North River, at 7½ a. m., 12 m., and 4 p. m.; for Somerville by above trains, and at 5 p. m.

The above trains connect at Elizabeth with trains on the New-Jersey Railroad, which leave New-York from the foot of Courtlandt-st., at 7½ and 12 a. m., and 4 and 5 p. m.

Passengers for the Delaware, Lackawanna and Western Railroad will leave at 7½ a. m. only. For Lehigh Valley Railroad at 7½ a. m and 12 m. JOHN O. STERNS, Superintendent.

NEW-YORK AND ERIE RAILROAD.—On and after MONDAY, May 10, 1858, and until further notice, Passenger Trains will leave Pier foot of Duane-st. as follows, via: DUNKIRK EXPRESS at 6 a. m., for Dunkirk and principal intermediate Stations.

MAIL TRAIN at 5 a. m., for Dunkirk and Buffalo and intermediate Stations.

ROCKLAND PASSENGER at 3 p. m., from foot Chambers-st. via Piermont, for Suffern and intermediate Stations.

WAY PASSENGER at 4 p. m., for Newburgh, Middletown and intermediate Stations.

NIGHT EXPRESS at 5 p. m., for Dunkirk and Buffalo.

The above Trains run daily, Sundays excepted.

These Express Trains connect at Elmira with the Elmira, Canandaigua and Niagara Falls Railroad, for Niagara Falls; at Binghamton with the Syracuse and Binghamton Railroad, for Syracuse; at Corning with the Buffalo, Corning and New-York Railroad, for Rochester; at Great Bend with the Delaware, Lackawanna and Western Railroad, for Scranton; at Hornellsville with the Buffalo and New-York City Railroad, for Buffalo; at Buffalo and Dunkirk with the Lake-Shore Railroad, for Cleveland, Cincinnati, Toledo, Detroit, Chicago, &c.

B. F. HEADLEY, Assistant President.

FLUSHING RAILROAD—Leaves Fulton Market Wharf by steamer IGLAS at 6:35, 7:50 and 10 a. m., and 1, 4 and 5:30 p. m. The cars leave Flushing, L. I., at 6:45, 8 and 10 a. m., and 1, 4 and 5:30 p. m., meeting and exchanging passengers with the boat at Hunter's Point. Through in 50 minutes. Fare 25 cents. WM. M. SMITH, Receiver.

PEOPLE'S LINE between NEW-YORK, CITY ISLAND, WHITESTONE, NEW-ROCHELLE, and MAMARONECK.—On and after MONDAY, October 25, the steamer ISLAND CITY, Capt. James Vradenburgh, will leave Fulton-Market slip at 3 p. m. Returning, leaves Mamaroneck at 7½ a. m.; New-Rochelle, 8 a. m.; City Island, 8½ a. m., and Whitestone at 8:40 a. m.

THE REGULAR MAIL LINE via STONINGTON, for BOSTON and PROVIDENCE.—Inland Route—the shortest and most direct, carrying the Eastern Mail.

The steamers PLYMOUTH ROCK, Capt. Joel Stone, and COMMODORE, Capt. W. H. Frazer, in connection with the STONINGTON and PROVIDENCE and BOSTON and PROVIDENCE RAILROADS, leaving New-York daily (Sundays excepted) from Pier No. 2 North River, first wharf above Battery-place, at 4 o'clock p. m., and Stonington at 8:30 p. m., or on the arrival of the Mail Train which leaves Boston 6:10 p. m.

The COMMODORE from New-York, Monday, Wednesday and Friday; from Stonington, Tuesday, Thursday and Saturday.

The PLYMOUTH ROCK, from New-York, Tuesday, Thursday and Saturday; from Stonington, Monday, Wednesday and Friday.

Passengers proceed from Stonington per railroad to Providence and Boston, in the Express Mail Train, reaching said places in advance of those by other routes, and in ample time for all the early morning lines, connecting North and East. Passengers that prefer it, remain on board the steamer, enjoy a night's rest undisturbed, breakfast if desired, and leave Stonington in the 7 a. m. train.

Fare from Providence to Newport Fifty Cents.

A baggage-master accompanies the steamer and train through each way.

For passage, berths, state-rooms or freight, apply on board the steamer, or at the Freight Office, Pier No. 2 North River, or at the office, No. 10 Battery-place. November 22, 1858.

NEW-YORK AND HARLEM RAILROAD COMPANY.—WINTER ARRANGEMENT.

On and after MONDAY, Nov. 8, 1858, Trains will leave 26th-st., New-York, as follows:

8:30 a. m.. For White Plains.
9:30 a. m.. For Williamsbridge.
10:00 a. m.. Mail train for Albany.
11:30 a. m.. For White Plains.
2:30 p. m.. For Williamsbridge.
3:00 p. m.. For Millerton.
4:00 p. m.. For Croton Falls.
5:00 p. m.. For White Plains.
6:15 p. m.. For White Plains from White and Centre-sts.
8:30 p. m.. For Williamsbridge.

RETURNING—Will leave

5:00 a. m.. White Plains.
6:40 a. m.. Williamsbridge.
7:00 a. m.. Croton Falls.
7:00 a. m.. Millerton.
7:20 a. m.. White Plains.
8:15 a. m.. Mail train from Albany.
10:30 a. m.. Wiliamsbridge.
12:50 p. m.. White Plains.
3:00 p. m.. White Plains.
5:00 p. m.. Williamsbridge.

WM. J. CAMPBELL, Superintendent.

FOR BOSTON and PROVIDENCE via NEWPORT and FALL RIVER.—The splendid and superior steamer BAY STATE, Capt. Jewett, leaves New-York every TUESDAY, THURSDAY and SATURDAY at 4 o'clock p. m., and the EMPIRE STATE, Capt. Brayton, on MONDAY, WEDNESDAY and FRIDAY, at 4 o'clock p. m., from Pier No. 5 N. R.

Hereafter no rooms will be regarded as secured to any applicant until the same shall have been paid for.

Freight to Boston is forwarded through with great dispatch by an Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West-st.

HUDSON RIVER RAILROAD.—From August 30, 1858, Trains will leave Chambers-st. Station as follows: Express Trains, 6 a. m. and 5 p. m.; Albany and Troy Passenger Trains, 11:30 a. m. and 10:50 p. m.; for Poughkeepsie, 7 a. m. and 3:30 p. m; for Sing Sing, 10 a. m., 4 and 6:45 p. m.; for Peekskill, 1:30 and 5:30 p. m. The Poughkeepsie, Peekskill and Sing Sing Trains stop at the Way Stations. Passengers taken at Chambers, Canal, Christopher and 31st-sts. Trains for New-York leave Troy at 4:30 and 10:20 a. m., and 4:30 and 8 p. m; on Sundays, at 10 p. m. A. F. SMITH, Superintendent.

NEW-JERSEY RAILROAD—For PHILADELPHIA and the SOUTH and WEST, via JERSEY CITY.—Mail and Express lines leave New-York at 8 and 11 a. m. and 4 and 6 p. m.; fare $3. Through Tickets sold for Cincinnati and the West, and for Baltimore, Washington, Norfolk, &c.; and through baggage checked to Washington in 3 a. m. and 5 p. m. trains. J. W. WOODRUFF, Assistant Superintendent.

No baggage will be received for any train unless delivered and checked fifteen minutes in advance of the time of leaving.

PENNSYLVANIA RAILROAD.—The GREAT CENTRAL ROUTE, connecting the Atlantic Cities with Western, North-Western and South-Western States by a continuous Railway direct. This Road also connects at Pittsburgh with daily lines of steamers to all ports on the Western Rivers, and at Cleveland and Sandusky with the steamers to all ports on the North-Western Lakes—making the most direct, cheap and reliable route by which FREIGHT can be forwarded to and from the Great West.

RATES BETWEEN PHILADELPHIA and PITTSBURGH.

FIRST CLASS.—Boots, Shoes, Hats and Caps, Books, Dry Goods (in boxes, bales and trunks), Drugs (in boxes and bales), Feathers, Furs, &c. ..... 90 cents per 100 lb.

SECOND CLASS.—Domestic Sheeting, Shirting and Ticking (in original bales), Drugs (in casks), Leather (in rolls and boxes), Wool and Sheep Pelts, Eastward, &c. ..... 75 cents per 100 lb.

THIRD CLASS.—Anvils, Hard ware, Steel, Chains (in casks), Hemp, Bacon and Pork, salted (loose or in sacks), Tobacco manuf'd, except Cigars or Cut, &c. ..... 65 cents per 100 lb.

FOURTH CLASS.—Coffee, Fish, Bacon, Beef and Pork (in casks or boxes Eastward), Lard and Lard Oil, Nails, Soda Ash, German Clay, Tar, Pitch, Rosin, &c. ..... 50 cents per 100 lb.

FLOUR— per bbl. until further notice.
GRAIN— per 100 lb until further notice.
COTTON— per bale, not exceeding 500 lb weight, until further notice.

In shipping goods from any port east of Philadelphia, be particular to mark the package "Via Pennsylvania Railroad." All Goods consigned to the Agents of this Road at Philadelphia or Pittsburgh will be forwarded without detention.

FREIGHT AGENTS.—Harris, Wormley & Co., Memphis, Tenn.; R. P. Sass & Co., St. Louis; P. G. O'Reilly & Co., Evansville, Ind.; Dumesnill, Bell & Co., and Carter & Jewett, Louisville, Ky.; B. C. Meldrum, Madison, Ind.; H. W. Brown & Co., and Irwin & Co., Cincinnati; N. W. Graham & Co., Zanesville, Ohio; Leech & Co., No. 54 Kilby-st., Boston; Leech & Co., No. 1 Astor House, New-York, and No. 1 South William-st., New-York; E. J. Sneeder, Philadelphia; Magraw & Koons, Baltimore; D. A. Stewart, Pittsburgh.

H. H. HOUSTON, General Freight Agent, Philadelphia. T. A. SCOTT, Superintendent, Altoona, Pa.

PENNSYLVANIA RAILROAD. THE GREAT CENTRAL ROUTE.

The Pennsylvania Railroad connects at Pittsburgh with railroads to and from St. Louis, Mo.; Alton, Galena and Chicago, Ill.; Frankfort, Lexington and Louisville, Ky.; Terre Haute, Madison, Lafayette and Indianapolis, Ind.; Cincinnati, Dayton, Springfield, Bellefontaine, Sandusky, Toledo, Cleveland, Columbus, Zanesville, Massillon and Wooster, Ohio; also with the steam packet boats from and to New-Orleans, St. Louis, Louisville and Cincinnati.

Through tickets for the East can be had at any of the above-mentioned places in the West.

BAGGAGE CHECKED THROUGH.

Passengers will find this as short and expeditious as any other route.

FARE AS LOW AS BY ANY OTHER ROADS.

See handbills, framed, in the hotels of this city.

Through Tickets, or further information, may be had at the office of the PENNSYLVANIA RAILROAD, No. 2 ASTOR HOUSE, BROADWAY, J. L. ELLIOTT, Agent.

For Emigrant Tickets apply at No. 8 Battery-place. November 1, 1858.

Medical.

BRADDOCK'S PULMONARY COUGH MIXTURE.—This excellent Medicine, for the cure of Colds, Coughs, Croup and general Pulmonary Complaints, is truly a great blessing to the public. It is pleasant to take, efficient in action, and leaves no bad result. About 3,000 bottles have been retailed the past season in the City of Hartford, Conn. It is of recent date, and is now for the first time publicly offered to the citizens of New-York.

Try it, good people, and give it to your children, who will take it readily for Colds or Croup. Sold wholesale by F. C. WELLS & Co., No. 115 Franklin-st., and at retail by the Druggists. Prepared and sold at Hartford, Conn., by JOHN BRADDOCK, Druggist and Apothecary.

PROF. KANE, the celebrated European chemist, says: "I have examined the 'WATER OF LIFE,' and find the ingredients quite pure, and I am satisfied that no remedy has yet been introduced to the world so safe and efficacious for the CURE of CONSUMPTION and its symptoms as this medicine."

STEWART'S COUGH CANDY.—The best Cough Candy ever made. For Coughs and Colds, and all affections of the Throat and Lungs, it has no equal. Wholesale by SCHIEFFELIN BROTHERS & Co., A. B. & D. SANDS & Co., OLCOTT & McKESSON, W. W. THAYER, and by all druggists in the U. S. Manufactured by STEWART & Co., No. 410 Pearl-st., N. Y.

1,000 BOTTLES SOLD During the past month. 1,000 CURES EFFECTED by using SHIPLEY'S COUGH SIRUP, FOR COUGHS, COLDS, INFLUENZA, and all BRONCHIAL AFFECTIONS.

WHOLESALE AGENTS:
James T. Maxwell ..... No. 86 William-st.
F. C. Wells & Co. ..... No. 115 Franklin-st., and at No. 355 3d av.

Legal Notices.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against JOHN WILLIAMS, late of the City of New-York, horse dealer and drover, deceased, to present the same with vouchers thereof to the subscribers, at the office of Richard F. Carman, No. 1,062 Broadway, in the City of New-York, on or before the fifth day of April, 1859.—Dated New-York, the 2d day of October, 1858.

ROBERT HENRY, RICHARD F. CARMAN, } Executors. MARY E. WILLIAMS, Executrix.
MOTT, MURRAY, & HARRIS, Attorneys, No. 20 Nassau-st.
o4 law6mM.

IN PURSUANCE of an order of the Surrogate of the County of New-York, notice is hereby given to all persons having claims against WILLIAM F. CATTERFIELD, late of the City of New-York, deceased, to present the same, with vouchers thereof, to the subscriber, at the office of George Ireland, jr., No. 18 Pine-st., in the City of New-York, on or before the thirty-first day of December next.—Dated New-York, the 26th day of June, 1858. EMMA A. CATTERFIELD, Administratrix.
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New-York Daily Tribune

COMMERCIAL MATTERS.

Sales at the Stock Exchange.....Nov. 20.

5,000 U. S. 6s 1874	104½	60	Reading Railroad		52
3,000 Ill. Canal Unreg. Bs	102½	200	do	b30	52
9,000 Tennessee 6s '90	94	100	do	s60	51½
7,000 do	94	100	do	s30	51½
20,000 Missouri State 6s	s10 89½	100	do	b30	52½
101,000 do	b3 90	1200	do	s30	51½
6,000 Virginia 6s	97½	200	do	s3	52½
1,000 Erie RR. 4th Mt. Bs	60	100	do	c	52½
5,000 Erie RR. Bonds '75	40	100	do	s25	52
5,000 Erie RR. Con. Bs '71	40	400	do	s15	52
3,000 Harlem RR. 1st Mt.	88	200	do		52½
20,000 Har. 2d Mtg. Bonds	85½	100	Mich. S. & N. In. R.	s60	22½
3,000 Ill. Cen. RR. Bonds	93	100	do	s50	22½
100 Ocean Bank	95½	200	do		22½
6 Metropolitan Bank	102½	100	do	s30	22
6 Continental Bank	106	50	do	b60	22½
155 Del. & Hud. Canal Co.	97	50	Mich. S. & N. In. & G. S.	b60	51½
20 Pacific Mail S'ship Co.	103½	100	do	s10	51½
150 do	103½	100	do	b60	51½
100 do	s30 103	100	do	c	51½
50 Harlem Railroad	12½	100	do	s10	51½
25 Stonington Railroad	57	450	do	b10	51½
500 New-York Cen. RR.	85½	200	do	b10	51½
400 do	b3 83½	140	Panama Railroad		120½
300 do	s10 84	200	Illinois Central RR.	s30	79½
100 do	b30 83½	200	do		79½
200 do	b30 83½	150	do	b15	79½
200 do	b60 83½	5	Galena & Chic. R.R.		72
100 do	b60 83½	150	do	s30	72
100 do	s30 83	146	do		72½
250 Erie Railroad	16½	150	do	b60	72½
50 do	s10 16½	100	do	b60	72½
111 Hudson River R.R.	34½	100	Cleve. & Toledo R.R.		32½
100 do	b60 34	200	do	b30	32½
100 do	34	500	do		32½
50 do	b60 34	200	do	s30	32
300 Harlem R.R. Pref'd	36½	350	Chic. & R'k Is. R.R.	b60	62½
50 do	b60 36½	50	do		62½
200 do	b30 31	550	do		62½
32 Mich. Central R.R.	54	50	do	s10	62½
50 Milwaukee & Miss. RR.	11½	150	do	b30	62½
50 La Crosse & Mil. R. R.	4	100	do	s60	61½
100 do	4				

SECOND BOARD.

1,000 Ill. Cen. R.R. Bds	93½	100	Reading Railroad		52
5,000 do	s60 92½	100	do	s60	52½
5,000 Lake Erie and W. 2d Mort. Bonds	b60 54	200	do	s10	52
1,000 do	53	100	Mich. Cen. R.R.	s60	55½
40 Pacific M. Steam'p Co.	103½	200	Panama Railroad		121
50 N. Y. Central R.R.	83½	10	Cleve., Col. & Cin. R.R.		94½
250 do	83½	300	Gal. & Chic. R.R.	b30	72½
150 do	s10 83	50	do		72½
200 do	s3 83	50	do	s30	72
60 Norw. & Worces. R.R.	23	100	Cleve. & Toledo R.R.		32
50 Hudson River R.R.	34½	150	Chic. & R. Isl. R.R.		62
100 do	34½	50	do	b60	62½
50 do	b30 34½	100	Milw. & Miss. R.R.		11½
100 do	s10 34	25	La C. & Milw. R.R.		4½
100 Harlem R.R. Pref.	b30 31				

SATURDAY, Nov. 20—P. M.

A more cheerful tone seemed to pervade the Stock market at the opening of business to-day, extending through the morning session of the Board, but abating somewhat in later transactions, and settling down in the afternoon to a condition of dull steadiness, the speculators for both rise and fall showing considerable indifference as to the immediate course of the market. Taking the week's business as a criterion, we draw the conclusion that the arguments in favor of a further decline have been nearly if not quite exhausted, and that the natural tendency of the market is to gradual improvement; not that there are as yet any symptoms of extensive speculative movements for the rise, as some of our rather sanguine cotemporaries appear to imagine, but it is evident that prices generally have touched points beyond which it will be very difficult to depress them, and as this fact becomes more manifest, the tide is most likely to turn in favor of the bulls. Very small items of a favourable character at such a stage of the market would encourage buyers; while, on the other hand, the adverse features have already been presented in an aspect quite as discouraging as the facts will admit, and possibly a little more "blue" in the coloring than will be justified by actual results. At all events, the market seems to have settled upon a substratum of firmness, which resists the hammering of the bears, and seems to offer a tolerably good footing for their opponents, if the disposition to avail themselves of the position, in a strategic point of view, is at all "equal to the occasion." Transactions at the First Board were largest in New-York Central and Reading, the former advancing to 83¼ and the latter to 52¼, a gain of ¼@½ on each over closing quotations of yesterday. Following these leading stocks, there was a moderate advance in Michigan Southern Guaranteed, Galena, Rock Island, and Toledo, but no marked demonstration in either, the shorts, as a general thing, coming in as buyers. Michigan Central had no activity, but was quite firm. The most decided improving tendency was in Harlem Preferred and Hudson River, both of which advanced on very moderate sales, and were comparatively scarce. The published statement of the business of the Harlem, showing such unexpectedly favorable results during a period quite adverse to railway traffic, gives to this stock its strong support, while the steady and encouraging progress of the Hudson River has its due influence. The business in Bonds is quite steady, and for State securities the market continues to show a gradual but very steady improvement. Missouris, Tennessees and Virginians are a fraction higher. For Railway Bonds the demand is not large, but prices are well sustained throughout the list. At the Second Board the market gave way slightly for most of the prominent stocks, and the feeling was rather dull in closing transactions, but inactivity rather than weakness was the prevailing characteristic. Milwaukee and Mississippi sold at 11½. A private telegraphic dispatch from Milwaukee represents a more favorable result from the meeting of the Directors than has been generally anticipated, but the details have not transpired. The closing prices were: Tennessee 6s, 91@¼; Missouri 6s, 90@¼; Virginia 6s, 97@¼; Canton Company, 20¼@21; New-York Central R. R., 83@83¼; Erie, 16¾@¾; Harlem, 12¼@¼; Hudson River, 34@34¼; Reading, 52@¼; Michigan Central, 53¼@54; Michigan Southern and Northern Indiana, 22¼@¼; Michigan Southern and Northern Indiana Preferred, 51¼@¾; Panama, 120¼@¾; Illinois Central, 79@¾; Galena and Chicago, 72¼@¾; Cleveland and Toledo, 32@¼; Chicago and Rock Island, 62@¼; Illinois 7 per cent Bonds, 1875, 93¼@¼; Pacific Mail Steamship Company, 103¼@¾.

The foreign Exchange market is quiet and heavy, some closing sales having been made to-day at a further decline of ¼ per cent. The Cotton movement at the South furnishes a good supply of bills, and lower rates are looked for.

Freights are dull and rates nominally unchanged. To Liverpool, 50 tcs. Flaxseed at 22s. 6d.; 600 bales Cotton at ⅛d.; 1,000 bbls. Rosin at 2s. 4½d.; 160 bbls. Shoe Pegs at 2s. To London, 400 tcs. Beef at 4s. 9d.; 300 do. at 3s. 3d. To Bremen, 200 bales Cotton at 3½c. A schooner from Darien, Ga., to Havana, with Lumber, at $10 per M.

The business of the Sub-Treasury was: Receipts, $322,894 02—for Customs, $30,000; Payments, $325,307 42. Balance, $7,463,142 13. This shows a disbursement during the week of about $350,000 more than the receipts. The exchanges of the Clearing-House to-day were $21,333,000. The Knickerbocker Fire Insurance Company has declared a semi-annual dividend of 8 per cent, payable December 1. In consequence of the appearance in market of some considerable parcels of land warrants for sale, the market has declined 2 cents per acre. The warrants of 160 and 80 acres are quoted at 83@86 cents, and 120 acres at 74@77 cents. The demand is quite limited. The Controller of the city advertises for proposals until Dec. 20, for $300,000 of 6 per cent Central Park improvement stock, interest payable quarterly, and the principal redeemable on the 1st of August, 1887. S. Draper's daily auction sale of bonds and stocks will take place on Monday, the 22d instant, at 12½ o'clock. Albert H. Nicolay's regular daily auction sale of stocks and bonds will take place on Monday, Nov. 22, at 12½ o'clock, at the Merchants' Exchange. A dispatch from Portland, Maine, states the Court had refused to grant an injunction against the Atlantic Bank of that city, asked for by the Bank Commissioners. A meeting of the Directors of the Milwaukee and Mississippi Railroad Company was held in this city on Wednesday, for the purpose of taking some action with reference to the claims of the floating debt creditors. As far as the deliberations of this meeting have been allowed to transpire, it is reported that they were quite favorable to the bond and stock holders of the concern. A project is on foot in Wisconsin by which it is proposed that the State shall assume the indebtedness of the cities and towns created for the construction of railroads, and also of farm mortgages created for a like purpose.

We annex a comparative statement of the Imports of Foreign Dry Goods and General Merchandise, at the port of New-York for the week, and since Jan. 1:

For the Week.	1856.	1857.	1858.
Dry Goods	$899,633	$738,355	$311,754
General Merchandise	1,566,256	2,291,446	1,196,341
Total for the Week	$2,455,889	$2,989,801	$1,998,095
Previously reported	188,903,363	201,657,856	131,673,674
Since January 1	$191,359,252	$204,607,357	$133,671,769

We annex a comparative statement of the exports (exclusive of specie) from New-York to foreign ports for the week and since Jan. 1:

	1856.	1857.	1858.
Total for the week	$1,433,364	$2,111,469	$1,356,135
Previously reported	68,191,346	63,146,678	51,189,818
Since January 1	$69,624,710	$65,258,147	$52,542,953

The exports of specie from this port for the week ending November 20 and for the year 1858 were as follows:

Schr. J. L. Bowman, Mayaguez, Doubloons	$2,632 00
Bark Iva, Maracaibo, Am. Gold	10,000 00
Stmr. New-York, Bremen, Bremen Dollars	1,200 00
Total for the week	$13,832 00
Previously reported	23,895,689 28
Total, 1858	$23,909,521 28

The following table will compare the exports of the seven principal staple articles for the week and year:

Week ending Nov. 18.	1857. Amount.	1857. Value.	1858. Amount.	1858. Value.
Cotton, bales	3,514	$216,046	8,545	$493,404
Flour, bbls	22